

NEWS OF THE WATERFRONT.

Transport Logan Here From 'Frisco.

Mail Quarantined But Troops Land--The Sierra In.

THE United States Army transport Logan was sighted, coming from San Francisco, yesterday morning at 9:34 o'clock. Shortly before noon she was in the harbor and not long afterwards she was alongside the Navy wharf.

The Logan sailed from San Francisco in the afternoon of Monday, the 15th instant and brought 170 bags of mail and papers up to and including the 15th.

J. A. Patton, Captain and Quartermaster, U. S. A., is in charge of the Logan and has held the position ever since she has been in the transport service. He has been through here several times with the great army boat and has many friends in Honolulu. Always willing to oblige and ever ready to act for the benefit of others, Captain Patton is an exceedingly popular man with all with whom he comes in contact.

There are 1,570 persons, not counting the ship's company, aboard the Logan, including 548 enlisted men of the Eleventh Infantry, 322 men of the Ninth Cavalry, 331 men of the Tenth Cavalry, 271 men of the First Infantry, thirteen Hospital Corps men, two boys of soldiers, nine soldiers' wives, one stow-away and the following officers and passengers: Lt.-Col. C. L. Davis, Maj. A. L. Myer, Mrs. Myer, Capt. P. M. P. Travis, Capt. Robert Alexander, Mrs. Alexander and two children, Capt. J. S. Battle, Adj. 1st Lt. C. H. Sheldon, 1st Lt. G. Hoeker, 2nd Lt. Jos. Kay, 2nd Lt. E. A. Meyer, Mrs. Meyer, Dr. A. D. Williams, Capt. Odin Gurovits, Mrs. Gurovits, Maj. Surg. S. O. Beasley, all of the 11th Infantry; Major M. B. Hughes, Mrs. Hughes, Capt. L. W. Cornish, Mrs. Cornish and child, Capt. Chas. Young, 1st Lt. S. B. Pearson, 2nd Lt. E. Calverly, 2nd Lt. J. F. Fichtel, all of the 9th Cavalry; Capt. Robt. D. Read, Mrs. Read, Capt. P. E. Trippe, Master Trippe, Capt. Guy Carleton, Mrs. Carleton and two children and servant, 1st Lt. T. A. Roberts and servant, 2nd Lt. C. A. Romeyn, 2nd Lt. F. W. Fonda, 2nd Lt. J. Husten, Surg. T. C. Longino, Mrs. Longino, child and servant, all of the 10th Cavalry; Capt. W. E. Chandler, 1st Lt. W. K. McCue and servant, 2nd Lt. J. W. Beacham and servant, all of the 1st Infantry; Hon. J. A. T. Hull, Mrs. Hull, Miss Hull, Hon. J. Gibson, Geo. A. Vawter, Hon. A. F. Odlin, Mrs. Odlin and two children, M. A. Haynes, M. W. Langhorn, W. E. Pilliam, Mrs. M. A. Batson and two children, Mrs. Stodter (officer's wife), Mrs. Williams (officer's wife), Hon. L. R. Wilfley, passengers.

The squadron of the Tenth Cavalry aboard the Logan comes from Texas. The troops of the Ninth Cavalry come from Utah and Arizona; they have been in the department since the close of the campaign in Cuba.

The Logan expects to sail for the Philippines this evening, hoping by that time to have completed the taking aboard of 700 tons of coal and a quantity of water and fresh provisions.

The Logan was first reported as the Pacific Mail steamship China; the consequence was that a great many people hastened to the Mail wharf to see the China come in.

The reason that the Logan is under rush orders and is so anxious to get away for Manila this evening is the necessity of taking home the various regiments by July 1st.

Among the passengers on the transport are Congressman J. A. T. Hull, chairman of the committee on military affairs, accompanied by his wife and daughter; L. R. Wilfley and A. F. Odlin, who have been appointed judges of the court of first instance at Manila.

Quarantine Methods.

According to the manner in which the transport Logan was handled yesterday, as far as matters of quarantine are concerned, a letter is far more apt to carry the germs of disease than an individual.

When the transport docked at the Navy wharf the 170 bags of mail were immediately sent over to the Quarantine Island to be fumigated on account of the presence of smallpox in San Francisco while the troops and passengers were allowed to come ashore and wander at will through the City.

When Honolulu became acquainted with the facts that the mail was quarantined until it had been fumigated and, at the same time, saw the soldiers walking through the streets, they naturally wondered what kind of a new quarantine regulation had been invented. To say that they were indignant would be to put it very mildly. It is some time since mail has been received from the Coast and people were very anxious to get it. They had to wait until late in the evening, however, before they could get anything from the postoffice. In the meanwhile they nursed their wrath and indignation and amused themselves by watching the hundreds of soldiers taking in the town and, as likely as not, if there be so much danger in letters, carrying from one end of the place to the other the germs of a contagious malady.

There was no quarantine on the transport itself. Soldiers and passengers could come and go as they pleased and people from ashore were permitted to go on board. The mail bags, nevertheless, were being fumigated on Quarantine Island, lest their contents might contain bacilli.

A great portion of the troops on the Logan are negroes who are, as a rule, more susceptible to smallpox than are white men.

It is the first time that mail matter has ever known or supposed to be more dangerous as a conveyor of germs than living men, especially a crowd of fifteen hundred who have been packed together on a steamship or over a week with less opportunity

than they would enjoy ashore for keeping themselves clean and in good health.

Unless something is done in the matter this state of affairs is likely to be repeated with every steamer which comes from San Francisco or any other port where anything from the plague to the mumps has obtained a foothold. It is supposed that the differences between the local and federal health authorities are responsible for the startlingly strange spectacle of mail going through fumigation while passengers walk at will through a city which is supposed to be protecting itself from disease from outside.

Sierra From the Colonies.

The Oceanic steamship Sierra arrived yesterday evening from Sydney, Auckland and Pago Pago, docking at the Oceanic wharf a little before 5 o'clock.

Passengers for Honolulu on the Sierra were as follows: Dr. A. Marques, A. White, John M. Fuller, Dr. E. Haenel, Mrs. E. Haenel, Gustave Haenel, Mrs. E. A. Graham, W. B. Smith, R. L. Mason and wife, Mrs. L. Tucker, Miss T. Tavaia, Miss Ripley, Miss Rachel Falke, A. B. Craig, George Davell, J. H. Gowan, wife and niece.

Imports consist of 233 carcasses of mutton, 100 cases of whisky, 5 cases showcards, 1 case of saddlery, 100 cases Arabic cooling composition, 5 bulls, 280 cases of onions, and 5 cases of cheese.

Although the Sierra made nothing of an unusual trip up from the south it will be remembered that she established a record on her last run down from Auckland to Sydney. She expects to make a record between this port and the Coast this trip, and to that end intends getting away at 7 o'clock this morning.

It is said that she expects to make the passage in five days and six hours.

The Sierra reports passing the Sonoma two days out of Pago Pago, while she was on her way to that port on the up trip. It seems that the Sonoma has had another accident to her machinery, having blown out the low pressure cylinder head of the port engine. She was going along very slowly.

The following is a complete list of the passengers on the Sierra: E. E. Raht, Mr. Cooley, Mr. Hooper, J. McCulloch, A. White, J. Woods, H. H. Schlang, J. G. Neill, R. G. Neill, Dr. McCordie, E. Walker, T. Martin, Jos. Tapley, W. E. Bayley, T. K. Stubbins, George Darrell, G. F. Thompson, J. M. Fuller, McD. Caffrey, Dr. Soule, G. H. Bartlett, W. Mitchell, Mr. Wigmore, Mr. Bell, Rev. Buckley, Mr. Curthoys, Dr. Haenel, Gus Haenel, W. H. Bell, Master Bell, Master Hales, C. E. Robinson, F. Murphy, Dr. Marques, Mr. Burrell, Mr. Bultingslowen, Mr. Gourlie, Mr. Boulton, M. D. W. Morris, C. A. Hawkins, H. Thompson, R. S. D. Felkin, Mr. Gould, Mrs. E. E. Raht, Mrs. Cooley, Mrs. Hooper, Mrs. J. McCulloch, Mrs. Martin, J. A. Abbott, Mrs. Caffrey, Mrs. Soule, Mrs. Bell, Mrs. Curthoys, Mrs. Wigmore and child, Mrs. Haenel, Mrs. Burrell, Mrs. Bultingslowen, Mrs. Gourlie, Mrs. Graham, Mrs. Gould, Mrs. Hales, M. Franhoff, J. Parke, H. Newmarch, Miss C. A. Johnson, Miss Marshall, Misses Martindale (2), Miss Bell, Miss A. Bell, Miss B. Robinson, Misses Jackson (2), Misses Boulton (2), Mrs. Gourlie's maid, Miss M. Jackson, Miss A. Jackson, G. A. J. Schotel, A. Holmes, J. Marshall, J. McGrath, Mr. Patterson, W. Lloyd, Ivet Lanson, W. Thornley, C. H. White, C. Simpson, J. Hewitt, C. Winnetta, J. Tait, B. Tait, R. A. McLeod, D. I. Wakefield, Mr. Norris, Mrs. Tait, Mrs. Patterson, Mrs. D. J. Wakefield, Mrs. Norris, Mrs. Cook, Mrs. Hansen, Mrs. E. Nelson, Captain J. Robinson, J. Patterson, Mr. Darrow, Mr. Cook, Spence Peck, J. A. Abbott, N. P. Westenskow, D. M. Hann, Miss Norris, Miss Holmes, Miss David, Miss Hansen.

To Sail on the Sierra.

The following persons are booked to sail for San Francisco on the Sierra this morning at 7 o'clock. In the event of there not being accommodations on the vessel for all who have engaged passage, those who are not placed on the Sierra will have first choice on the Zealandia, which sails for the Coast tomorrow; Miss Ordway, Miss Blank, Seely Shaw, Mrs. Wood, Mrs. A. Phillips, R. V. C. W. Renney, E. B. McClanahan and wife, S. L. Rumsey, Horace B. Packer, J. K. Southern, H. W. Johnson, Major Ennis, F. L. Dorch, H. Longston, Miss Matthews, Miss Davidson, Mrs. Cushing, C. A. Bruns, Miss M. V. Newton, William Gartner, F. A. Gartner and wife, Henry Wolff, James Nelson, N. F. Kennedy and wife, J. B. Fisher and wife, J. F. Cheetham, Dr. Bunnett, W. Bozen, F. Dohrmann, J. Gavin and wife, F. Rennie, Miss J. L. Gair, Mrs. G. S. Adams, W. F. Bradley, G. W. Gair, J. C. E. Hebbard, Mr. McCoy, George Turner, R. N. Fowler and wife, Miss Z. Z. Burdick, Miss C. E. Green, C. D. Green, Mrs. Carmichael, child and servant; Dr. Herbert, wife and two children; Mrs. Campbell, W. W. Robles and wife, R. T. Zees, Clarence M. Smith and wife, W. A. Beckhouse, C. B. Irish, Z. Burrows, H. Harrison, N. Bickhoff, Dr. F. L. Miner, William J. Nead and wife, Mrs. W. Poinsett and nurse, J. E. Barker, wife and two children; Miss Taylor, Mrs. B. D. Taylor, Z. G. Rees, Miss L. E. Wilcox, Herbert D. Walter, C. F. Scholl, J. Flower, L. von Tempisky, wife and children, and D. C. Lindsay.

Another New Shipping Line.

Lyman C. Smith, the millionaire Syracuse (N. Y.) typewriter manufacturer, is the head of a syndicate of eastern capitalists who have closed a deal for the purchase of a number of steamships on the Atlantic coast, which are to be used in the Oriental and Pacific coast trade, with Seattle as the home port. This syndicate proposes to build in its own shipyards in Portland a number of sailing vessels suitable for the lumber trade of the Pacific Coast and China, the Hawaiian Islands and Australia. In the enterprise \$1,000,000

it is stated, will be immediately invested, and enough additional capital placed to insure the success of the syndicate's operations on a very large scale. J. W. Clise, president of the Chamber of Commerce, is the Seattle representative of the syndicate.

Hawaiian Sugar Shipments.

Thus far this year only three cargoes of sugar have left the Hawaiian Islands for New York. All of these, however, were unusually large cargoes; in fact, the largest ever shipped, and two of them were placed aboard steamers, which will reduce the time of transit about one-half, so that eastern refiners will probably have more Hawaiian sugar to operate upon by the 1st of July than in any previous year. The first vessel to leave with sugar this year was the Californian, which carried 7,920 tons. This vessel will soon be heard from at New York. The second vessel, the season was the steamer American, with 7,917 tons. Both sailed took partial cargoes at Honolulu, completing at other ports. Both sailed direct from Hilo. The American is also bound for New York. Both vessels will reach their destination before June 1st, and thus land 15,837 tons of this grade of sugar in New York. The next vessel to leave the Islands with sugar for the same destination, was the ship Arthur Sewall. She had 5,000 tons. The steamer Hawaiian, now in San Francisco, will soon leave for Honolulu to load about 8,000 tons of sugar for New York, and later in the year the steamer Oregonian, now loading at New York for San Francisco, will take the same course.

Freights and Charters.

Argburgh, Br. sp., 1,700 tons (at Portland)—Wheat thence to U. K., H., A. or D., £1 17s 6d; by Balfour, Guthrie & Co.

Alice A. Leigh, Br. sp., 2,817 tons (at Tacoma)—Wheat thence to U. K., H., A. or D., £1 15s; by Girvin & Eyre.

Anna, Ger. sp., 2,499 tons—Wheat to U. K., H., A. or D., £1 13s 9d; rechartered by L. Kauffman.

Beachdale, Br. bk., 1,271 tons (at Victoria)—Wheat from Portland to U. K., H., A. or D., £2 6d. Prior to arrival.

Carrollton, Am. bk., 1,352 tons (at Tacoma)—Coal thence to Honolulu. County of Pembroke, Br. bk., 1,063 tons (at Portland)—Wheat from Tacoma to U. K., H., A. or D. Prior to arrival.

Dalblair, Br. bk., 1,474 tons (at Portland)—Wheat thence to U. K., H., A. or D., £2 1s 3d. Prior to arrival.

Drumcraig, Br. sp., 1,851 tons (on Puget Sound)—Lumber thence to Sydney, £2 12s 6d; Melbourne or Adelaide, £3; Port Pirie, £2 17s 6d; Cape Town, £3 15s; Delagoa Bay, £3 17s 6d; by J. J. Moore & Co. Prior to arrival.

Duplex, Fr. bk., 1,706 tons—Wheat to U. K., H., A. or D., £1 18s 9d; option of Cape Town, £2; or East London, £2 1s 3d; by Dewar & Webb. Prior to arrival.

Edward May, Am. bk., 859 tons—Passengers and merchandise to Honolulu, in A. and B. line; by Alexander & Baldwin, Ltd.

Endeavor, Am. schr., 485 tons (at Chemainus)—Poles thence to Santa Rosa; by Felix Santaller.

Eureka, Am. schr., 232 tons (at Gray's Harbor)—Lumber thence to Salinas Cruz; by Charles Nelson.

Halcyon, Am. schr., 278 tons—Lumber and merchandise to Mazatlan; by Hickman & Masterson.

Harold, Br. bk., 1,299 tons (at Tacoma)—Wheat thence to U. K., H., A. or D., £2 2s. Prior to arrival.

Laomene, Br. sp., 1,644 tons (at Tacoma)—Wheat thence to U. K., H., A. or D. (owner's account); loaded by Balfour, Guthrie & Co.

Laura Pike, Am. schr., 139 tons—Lumber from Coos Bay to Honolulu; by Charles Nelson.

Killoran, Br. bk., 1,569 tons—Wheat to U. K., H., A. or D., £1 17s 6d net; by L. Kauffman. Prior to arrival.

Kvarven, Nor. str., 1,574 tons—Coal from Nainamo to San Francisco; by John Rosenfeld's Sons.

James Drummond, Am. sp., 1,415 tons (at Chemainus)—Lumber thence to Sydney, £2 6d; Melbourne to Adelaide, £3; Cape Town, £3 15s; Delagoa Bay, £3 17s 6d; Fremantle, £3 10s; by J. J. Moore & Co. Prior to arrival.

James Rolph, Am. schr., 517 tons (at Blakeley)—Lumber thence to Suva, Fiji, £2 17s 6d; by Renton, Holmes & Co. Prior to arrival.

Nereide, Ger. sp., 1,707 tons (at Tacoma)—Wheat thence to U. K., H., A. or D., £1 18s; option of Cape Town, £1 13s 3d. Prior to arrival.

Marco Polo, Ger. bk., 1,570 tons—Wheat and barley to U. K., H., A. or D., £1 17s 6d; by Balfour, Guthrie & Co. Prior to arrival.

Margretha, Ger. sp., 2,004 tons (at Tacoma)—Wheat thence to U. K., H., A. or D., £1 18s 9d. Prior to arrival.

Marianne, Aus. str., 2,343 tons—Wheat to Mediterranean port, £2; by Balfour, Guthrie & Co.

Muriel, Am. schr., 483 tons—Merchandise to Petropaulofski; by Roth, Blum & Co.

Novelly, Am. schr., 584 tons (at Portland)—Lumber thence to Sydney, £2 12s 6d; by Eddy, Falk & Co. Prior to arrival.

Robert Kewers, Am. schr., 373 tons—Passengers and merchandise to Mahukona and Hana, H. T.; by Charles Nelson.

Passapartout, Nor. bk., 514 tons (on Puget Sound)—Lumber from Burrard Inlet to Sydney. Prior to arrival.

Port Pirie, Am. bk., 498 tons—Passengers and merchandise to Honolulu, in Hawaiian Line; by Williams, Dimond & Co.

Prince Arthur, Nor. bk., 1,598 tons (on Puget Sound)—Lumber thence to Port Pirie, £2 17s 6d; by J. J. Moore & Co. Prior to arrival.

Robert Kewers, Am. schr., 669 tons (at Port Gamble)—Lumber thence to Honolulu; by Pope & Talbot.

St. Bede, Br. str., 2,287 tons—Lumber from Portland to China; by Pacific Export Company.

Wega, Ger. sp., 1,945 tons (at Portland)—Wheat thence to U. K., H., A. or

D., £1 17s 6d; by Kerr, Gifford & Co. Prior to arrival.

The World's Naval News.

The Kangaroo, a torpedo-boat destroyer, is the twelfth thirty-knot vessel built by Palmer for the British navy. Her three-hour trial last month resulted in an average speed of 30.184 knots, the engines developing 6,477 horsepower, with 379.85 revolutions and an air pressure of 2.3 inches.

The British battleship Implacable returned March 13 from her thirty-hour trial at sea under 12,000 horsepower. With 260 pounds of steam in the boilers and 100 revolutions the horsepower averaged 11,857, giving a speed of 16.73 knots. The coal consumption was 1.65 pounds per unit of horsepower.

The Italian armored cruiser Varese, built by Orlando Brothers, Livorno, has passed successful trials. The six hours' trial under natural draught, gave 9,479 horsepower, and a mean speed of 18.36 knots. Under forced draught, four hours, the horsepower averaged 13,885 and the speed, 20.02 knots. The Varese is of 7,400 tons and fitted with Belleville boilers.

Forty-nine ships in the British navy are fitted with Belleville boilers; sixteen vessels, chiefly armored, were also to have these boilers, but the recent report by a Parliamentary committee against the further use of the Belleville will necessitate a change in the ships under construction. The Admiralty pays a royalty of 1 shilling 7½ pence (39 cents) per square foot of heating surface, which amounts to about \$750,000 between December, 1896, and up to the present time.

A small protected cruiser named Szigetwar has been launched at Pola for the Austrian navy. She is a sister vessel to the Zenta and Aspern, and has a displacement of only 2,400 tons. The length is 301 feet, breadth 33 feet 6 inches, draught 14 feet 2 inches. The twin-screw engines are of 8,000 horsepower, intended to give a speed of 20.5 knots. The ship has a protective deck, and the armament consists of ten 4.7-inch rapid firers, twelve 3-pounders, and two above-water torpedo tubes. The coal supply is sufficient for 3,500 miles at a speed of twelve knots, and the ship, being intended for foreign service, has the hull wood-sheathed and coppered.

Details of dimensions and armament of the Victor Emanuel, a battleship, shows a departure from prior armaments and speeds in the Italian navy. Her dimensions are: Length, 435 feet; breadth, 73.5 feet; draught, 25.05 feet; displacement, 12,625 tons. The battery will be composed of two 12-inch, twelve 8-inch quick firers, twelve 14-pounders, twelve 3-pounders, and four submerged torpedo tubes. The armor will be made in Italy under the Terni process, and will be 10 inches to 4 inches for the belt; deck, 4 inches; bulkhead and barbettes, 8 inches; side, 6 inches; conning tower, 10 inches. The engines, of 20,000 horsepower, are calculated to give a speed of 22 knots, and the bunker capacity is 2,800 tons. It will be observed that 6-inch guns have been discarded, making the battery serve for armor smashing and gun crew destroying without intermediary 6-inch gun, which is scarcely useful against battleship armor, and too ponderous for decimating less protected gun positions, and for which work the 14-pounder is better adapted.

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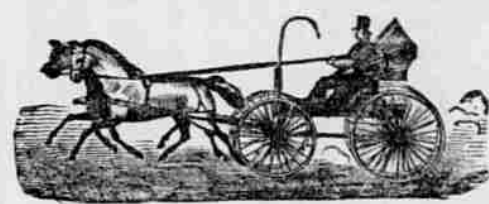
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